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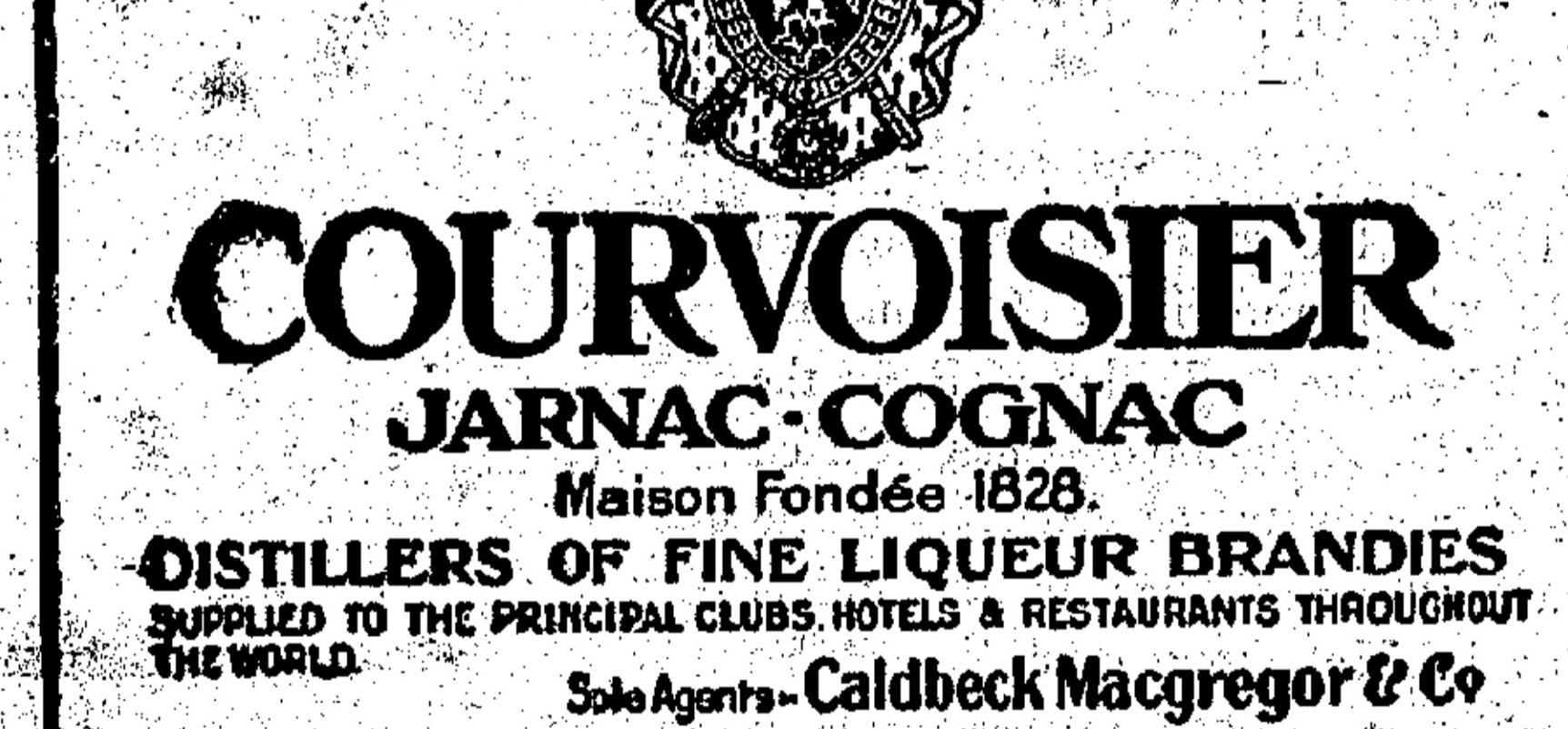
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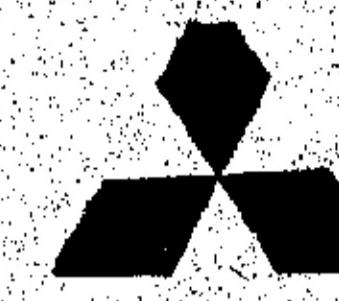
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LORD MILNER AND CROWN COLONIES.

Lord Milner gave an address on Crown Colonies to the members of the Liverpool Chamber of Commerce on June 6th.

He said:—I assure you I regarded it as a great honour to be asked to deliver an address to this Chamber of Commerce. Inasmuch as I am expected, and I desire to be brief, it may seem rather presumptuous of me to choose for my subject so vast as that of Crown Colonies; but I reflected that I should be addressing an audience, many of whom are familiar with that subject and its practical aspects, and therefore that might take many things for granted which before another audience it might have been necessary to explain at length. This Chamber has in recent years taken a great and growing, and a most praiseworthy interest, in my say, in the administration of our Crown Colonies, especially perhaps in that of West Africa; and it is in Africa, East and West, as I need not tell you, that the most remarkable development of recent years has taken place—perhaps I should say some of the most remarkable developments, for it is not right that any one speaking of Crown Colonies should overlook the great work which has been done by a distinguished band of British administrators in the Straits Settlements and the Malay Peninsula generally. Still, no doubt it is in East, West, and Central Africa that the greatest development has taken place in recent years. Not only have our boundaries been immensely extended, but there has been an even more remarkable expansion in our ideas as to the possibilities of these great territories and of our duties in regard to them. I may only refer in this connection to the establishment, first in London and then in Liverpool, of the Schools of Tropical Medicine, institutions which I believe are destined to bestow the greatest benefit not only on our tropical possessions, but, I hope, on all mankind. (Hear, hear.) I am far from saying that over now there is such a general interest in the Crown Colonies as we should wish to see, or that there is anything like an adequate appreciation on the part of the public generally of their vast extent or of their still vaster possibilities. But there is at any rate a great change for the better in our attitude in regard to them, a more progressive and liberal policy and a growing tendency to regard them, not as isolated and unimportant adjuncts of our Imperial heritage, but as destined to play a very essential part in its development as a whole.

A SELF-SUPPLYING EMPIRE.

One idea especially in regard to them is, I think, as new as it is pregnant. It dates with a great deal also which will in time come to be regarded as epoch-making from the great Colonial administration of Mr. Chamberlain. (Hear, hear.) I refer to the conception of our Crown Colonies as complementary and indispensable to the other parts of the Empire from the point of view. What appears to many people who have no sentimental interest in the British Empire, a weakness to which I confess myself, is what an American friend of mine described as the conception of it as a business proposition. It seemed to him a very good business proposition, principally because there was hardly anything wanted by one part of it which some other part did not or could not supply. It was the self-supplying aspect of the Empire as a whole which appealed to him, as I think it will appeal more and more to all of us the more we think about it. (Hear, hear.) In this aspect of the Empire the Crown Colonies have a very distinctive and very necessary role, differing as they do in many respects from one another. They are, broadly speaking, countries of the tropical or sub-tropical zones; the self-governing parts of the Empire, of course, including the United Kingdom itself, are all, on the other hand, again broadly speaking, countries of the temperate zones, and they are also all countries which either have or which will have great industrial development. Most of the industries of the self-governing portions of the Empire—their present or future industries—are partly dependent, and some of the chief of them are wholly dependent—and this is certainly true of the United Kingdom itself—upon the products of tropical or sub-tropical zones. It is no small advantage at any time, and may under given circumstances be vital, for a great industrial country to have the raw material upon which its principal industries depend produced within those regions under its own control. (Hear, hear.)

THE DISTRIBUTION OF INDUSTRIES.

That consideration, I would beg you to observe, is more important in the present, and is likely to become more important in the future, than it has been in the past, and that because of the altered distribution of industries throughout the world. There are many forms of manufacture which at one time were confined to a single country or to one or two countries, but which have now become common to a much greater number. Each of these countries is looking in the first instance to supply its own market. There is a general desire all round to do that, and consequently there is much greater competition for raw material, as we all see at the present time in the case of rubber and of cotton. You may be sure the countries which command the supply of the raw materials within their own jurisdiction will take very great care to supply their own requirements before they think of their neighbours. (Hear, hear.)

NATURAL RESOURCES OF CROWN COLONIES.

Therefore it is a matter of singular importance that we have within our own Empire in India and also in the Crown Colonies lands capable of supplying those natural products upon which there is in the future, to use a common expression, likely to be the greatest run. India, no doubt, occupies a foremost position in this respect, although it must be remembered—and this greatly qualifies her importance from this point of view—India herself is becoming an increasingly industrial country, but the Crown Colonies, including Protectorates such as East Africa, Northern Rhodesia, the Federated Malay States, and, last but not least, the Sudan, are already immensely important from the point of view to which I have called your attention, and they are destined to be very much more important in future years. (Hear, hear.) They are enormous in extent, they are lands of immense fertility, not in all parts of them but over great portions, and we have so far only scratched the surface of their natural resources. Interest in them is at present almost wholly confined to the United Kingdom itself, but the interest taken in them by other portions of the Empire, the self-governing portions of it, is bound to grow. Contingency alone would ensure this, especially with the constantly growing rapidity of means of communication. Canada cannot be indifferent to the future of the West Indies of South Africa to the future of Baratoland or Nyassaland, or Australia to the future of the Islands of the Southern Pacific and to the States of the Malay Peninsula. But there is a more potent influence than contingency which will tell in the coming years. The greater the industrial development of the self-governing Dominions other than the British Empire, the greater must be the attention which they will devote to Great Countries under the British flag rich in natural products, which are vital to the industries of the countries of the temperate zone. From that point of view it may be that the common interest of the self-governing portions of the Empire in the

Crown Colonies will become one of the strongest links between the self-governing Dominions and the Mother Country, and between the self-governing Dominions among themselves. The perception of the great actual and the greater potential value of the Crown Colonies in the economic sphere has, I think, been the principal cause of the great change of policy with regard to them, and our stepmotherly neglect of these Colonies in the past has been, I think, one of the least honourable pages in our history. (Hear, hear.)

THE PAST AND PRESENT VIEW.

As acquirers of overseas possessions we have been remarkably successful. No doubt that is due to the fact of our long-contained, unquestioned supremacy upon the ocean. As governors of their native populations we have, at any rate since the abolition of the slave trade, held a fairly high record in humanity; but in respect of their development we have been extraordinarily enterprising. Our ingenuity, especially our governmental ingenuity, has become a byword. I think it has been due less to meanness than to want of imagination. For centuries we have confined ourselves to the islands and the coast strips, and have seen nothing in the Crown Colonies but opportunities of trade, a very valuable trade certainly in many cases, but trade restricted to the comparatively limited number of products which they could easily produce in their raw state without any substantial assistance from our capital or our science. No doubt there is an important exception to that in the past in the sugar industry of the West Indian Islands, but I do not know that, taking it as a whole, we have any very great reason to be proud of the history of our dealings with these communities. But of late years there has been a remarkable awakening as to the possibilities of what has been called our great undeveloped estate. The centre of interest has shifted from the coast strips to the greater interior territories, and in place of the maintenance of a few parsimonious trading stations we now see the beginning of a policy which aims, with European capital and by European science, at the development of these great territories, countries productive of the most valuable products of the earth in enormous quantities. Millions have been spent and are being spent upon railways in East Africa north of the Zambezi, in West Africa, and in the Sudan railways. Well, though it is said to-day of some of them that they do not pay for their axle greases—(laughter)—I think in time and with the growth of population under conditions of peace and orderly government and of sanitary science they will be unable to deal with the traffic they will be called upon to carry. (Hear, hear.) I know there will be many mistakes, that many enterprises will fail and that there will be loss of life and treasure; but the possibilities are so many and so various, the untapped resources of these great countries are so vast, that the experiments which will succeed will more than compensate for all the failures, and the ultimate reward of persistent effort will be something far greater than the boldest of us dream of to-day. (Cheers.)

AN ERA OF ORGANIZATION.

In conclusion let me say that I think the time has come when, in view of the greatness of our stake and of our responsibility in this undeveloped State which has grown with such amazing rapidity, there is a call for more serious and systematic study of the conditions with which we have to deal and for a more highly trained export administration. We have arrived at the end of the process of mere physical expansion; we can not push our borders very much further forward, in the centre of Africa, for instance, for the very good reason that we already march with the borders of other people. The era of expansion is over, the era of organization is only just beginning. We do not want more territory; in truth, it would not be good for us. We have an enormous work before us in making the best of the territory that we already possess. (Cheers.) Despite all the novel interest excited in our Empire and even in the Crown Colonies, the least regarded though not the least important portion of it, no one can say we yet really realize the extent or the importance of the subject. Nothing strikes me more constantly in what I may call the misdirection of national energy than the extraordinary contrast between the amount of time and labour and ingenuity, and, I may add, temper, which is expended on the least of our home political questions compared with the plentiful lack of thought and energy devoted to even the biggest problems of Empire, and especially to the biggest problems of our Crown Colonies. (Hear, hear.) How many writers on political subjects are there who are devoting themselves to anything like a thorough study of the administration of our tropical Dependencies? It is a big subject; it is based on important principles, like any other branch of administration, but yet a small library—I might say, one shelf—will contain all the serious work that has ever been done on the subject. Some of that work is perfectly excellent, though it is comparatively little regarded. As yet only a small portion of the field has been covered. Such work, like all scientific work, naturally appeals only to a limited class. It will only have a few readers, though it is of the utmost value to the specialist. It does not pay. We have not yet soared to the conception that the country should pay for what is essential to the training of the men who are going to be its agents in these vast territories of which I have been speaking. Indeed, we have not any organized service as yet, not fully organized service at all such as we have and are proud of in India. It is a very great credit that a beginning of such a service has been made in the Anglo-Egyptian Sudan, but there is room for great deal more to be done in that direction. (Hear, hear.) I am afraid the prospects we hold out are not sufficient to attract men of necessary quality, although I am glad to think that we have had some very good men in our Colonial service, and everything considered, the results of our administration have been better than might have been expected from the haphazard methods of selection. I suppose it is a question of money, and though we are so much more liberal than we used to be, I do not think we are as yet anything like liberal enough in the conception of what is needed for the equipment of an undeveloped country and in realizing how much you must spend without immediate return if you are going to make a real success of it in the long run. The first plant of civilization, if I may use a technical expression, is immensely costly in these new countries, and we have so far only scratched the surface of their natural resources. Interest in them is at present almost wholly confined to the United Kingdom itself, but the interest taken in them by other portions of the Empire, the self-governing portions of it, is bound to grow. Contingency alone would ensure this, especially with the constantly growing rapidity of means of communication. Canada cannot be indifferent to the future of the West Indies of South Africa to the future of Baratoland or Nyassaland, or Australia to the future of the Islands of the Southern Pacific and to the States of the Malay Peninsula. But there is a more potent influence than contingency which will tell in the coming years. The greater the industrial development of the self-governing Dominions other than the British Empire, the greater must be the attention which they will devote to Great Countries under the British flag rich in natural products, which are vital to the industries of the countries of the temperate zone. From that point of view it may be that the common interest of the self-governing portions of the Empire in the

THE SETTLEMENT IN SHANGHAI.

bacteriological laboratories, forestation, and bringing men of science, often paid high salaries, from distant parts of the world to give a new impetus to agriculture. Many people used to laugh at the idea of the Transvaal ever becoming a serious agricultural proposition. I do not think they did in these days. (Hear, hear.) But I am afraid to reveal to you the full extent of my heresy in these directions, my heresy against the old doctrine that it is the business of a Government to keep the peace and prevent people breaking one another's heads, and to leave all the rest to private enterprise. (Hear, hear, and laughter.) That may be a very good plan in old and wealthy countries, but it is absolutely fatal, it absolutely kills the chances of any rapid development in a new country which is totally devoid of what you may call the necessary equipment of civilization. It is only public effort and public money which can give it that necessary equipment. (Hear, hear.)

I will not spoil your appetite for lunch by opening up a fresh vista of great public expenditure. I must only thank you for the patience with which you have listened to those necessarily rather general and, some of you may think, somewhat superficial remarks, and to express my hope that you will persist as a Chamber in your excellent efforts to keep up the importance of the Crown Colonies of the Empire. (Loud cheers.)

HERR DERNBURG.

It is semi-officially announced, that the Colonial Secretary, Herr Dernburg, tendered his resignation last month to the Kaiser. The announcement says nothing about acceptance of the resignation, but it is mentioned by the Berliner Tagblatt that Herr Dernburg took fourteen days' leave of absence on May 15, and has not since appeared at the Colonial Office. The Tagblatt adds, that the reason for Herr Dernburg's action is to be sought in the fact that his political views are at variance with those of the Government and "the Empire" meaning, of course, the Kaiser.

Herr Bernhard Dernburg's appointment to the German Imperial Colonial Secretariate rather more than three years ago created much interest, for more than one reason. In the first place, he came to the head of the Colonial Office immediately after it had been elevated to the rank of an independent Ministry from its former position as a mere department of the Foreign Office. In 1907 public and parliamentary irritation over the obvious mismanagement of Germany's colonial affairs had reached its height, and various scandals had given rise to angry debates in the Reichstag and to acrimonious criticism in the Press of all parties.

Still more important than the change of policy which the establishment of a separate Colonial Office indicated was the personality of the man selected as Minister. For the first time the Emperor went outside the ranks of those aristocratic classes from which hitherto the holders of high Ministerial offices had been recruited, and chose as his Colonial Secretary a gentleman who had made his mark entirely in commerce and industry. Herr Dernburg, who is the son of Herr Friedrich Dernburg, a well-known journalist, and is in his 45th year, had had a distinguished career in the banking world, but had had no connection with official life. He is essentially a man of the middle classes, who down to the present have been rigorously excluded from the work of governing, and his position has been likened to that of Mr. Chamberlain, with whose sane and broad-minded Imperialism of Germany's colonial affairs had reached its height, and various scandals had given rise to angry debates in the Reichstag and to acrimonious criticism in the Press of all parties.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, business matter THE MANAGERS which are not ordered for a "fix". Advertisements and Subs will be continued until countermanded by the Company. Orders sent in before 11 a.m. on day of insertion. After that hour the supply is limited. Only supplied for Cash. P.O. Box 33, Telephone No. 12. Telegraphic Address: PRESS CODES: A.B.C. 6th Ed. Lieber's.

NEW ADVERTISEMENTS

TO LET.

SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat.

Apply to—

Messrs. S. J. DAVID & Co.

Hongkong, 1st July, 1910.

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"SHIRE" LINE OF STEAMERS, LTD. FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"PEMBROKESHIRE,"

Captain Hayes, will be despatched as above

on or about the 13th July.

This Steamer has superior accommodation

for First Class Passengers at Cheap Rates,

using latest throughout with Electric Light and

Electric Fans in State Rooms and Saloon.

For Freight or Passage apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, 30th June, 1910.

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NORDDEUTSCHE LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"LUETZOW"

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the hazard-

ous and/or extra hazardous Godowns of

Hongkong and Kowloon Wharf and Godown

Company, Ltd., Kowloon, and West Point

Godown, whence delivery may be obtained.

No claims will be admitted after the Goods

have left the Godowns, and all goods remaining

undelivered after the 6th July will be subject

to rent.

All broken, chafed, and damaged goods are to

be left in the Godowns, where they will be ex-

amined on the 6th July, at 9.30 A.M.

All Claims must reach us before the 10th

inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

Undersigned.

This Steamer brings Cargo

Ex. S.S. "HERZOG" from Zanzibar.

NORDDEUTSCHE LLOYD,

MELCHERS & Co.,

General Agents.

Hongkong, 29th June, 1910.

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INTIMATIONS

HONGKONG ICE COMPANY.

A MEETING of SHAREHOLDERS will be held at the Offices of the General Managers at Noon on MONDAY, 4th July, to consider the proposed extension of plant and premises.

JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 23rd June, 1910.

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KOWLOON HOTEL.

IT IS HEREBY NOTIFIED that the above Hotel will, as from the 1st July next, be taken over by the Executor of the late Mr. J. W. OSBOURNE, and from that Date will be under entirely New Management. The New Management will not be responsible for any debt incurred prior to the 1st July by the late Management.

Dated 24th day of June, 1910.

[788]

THOUSANDS OF DOLLARS ARE SAVED BY THE EXPENDITURE OF AS MANY CENTS

By the Use of

SOLIGNUM.

the Wood and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE ANT.

Extensively used by the British Government at Home and Abroad, by H.M. War Department at Hongkong, the Imperial Maritime Customs and all large local concerns.

Prospectus samples and all information from the General Agents.

SIEMSEN & Co.

(Machinery Dept.), Hongkong.

7481

STYLISH LADIES

will appreciate the Magnificent Assortment of beautiful CHEFOO HAND-MADE LACES now showing at HOOSAIN-ALI'S:

SILK LACES and Insertions, LINEN THREAD LACES and Insertions, CLUNIE LACES and Insertions, TORCHON LACES and Insertions, VALENCIENNE LACES and Insertions.

Call Early before we are Sold Out. Pattern Book free. Don't forget the address:

HOOSAIN-ALI & Co., No. 14, Queen's Road Central, Hongkong, 18th June, 1910.

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報新外中港香

CHUNG NGOI SAN PO (Chinese Daily Press), PUBLISHED DAILY, Is the oldest and still immeasurably the best Advertising medium among the Native Community.

Established for over FIFTY YEARS Circulates largely throughout Southern China Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office 10A, Des Voeux Road Central, Hongkong, 131, Fleet Street, London, or from the different Agents. Documents translated from or into Classics or Colloquial Chinese.

PUBLIC COMPANY

CHINA LIGHT AND POWER CO., LTD.

LOST.

CERTIFICATE of 100 Shares standing in the Register of this Company in the name of ARTHUR CECIL SELWYN MANNERS has been lost.

Notice No. 269—13313/13412—100 Shares.

NOTICE IS HEREBY GIVEN that Duplicate Certificate for the said 100 Shares will be issued one month hence, and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void.

SHIWAN, TOME'S & Co., General Managers.

Hongkong, 24th June, 1910.

[775]

FOR SALE

NOW ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.

PRICE — \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1910.

[316]

FOR SALE

REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 45,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS,

MARINE LOT No. 285

EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply— G. FENWICK & Co., LTD., ENGINEERS, &c., PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906.

[348]

CHEAP SALE.

PIECE GOODS and CLOTHS. KAM SUN, 88, Queen's Road, Central, Hongkong, 22nd June, 1910.

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CHEESE

MILD CANADIAN STILTON

60 CENTS PER LB.

THE

DAIRY FARM CO., LTD.

TO LET

TO LET.

N° 1, OBSERVATORY VILLAS, Kowloon. Furnished or Unfurnished.

Apply to—

ARBUTHNOT V. APGA & Co.,

14, Des Voeux Road, Central,

Hongkong, 3rd March, 1910.

[363]

TO LET.

FIREST FLOOR of No. 4, Des Voeux Road, recently vacated by Institution of Engineers and Shipbuilders.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, rooms suitable for Offices.

One GODOWN in MASON'S LANE.

Apply to—

DAVID SASOON & Co., LTD.

Hongkong, 8th March, 1910.

[95]

TO LET.

N° 156, PRAYA EAST, From 1st June.

ALSO 5-Roomed House, with Small Garden.

from 1st July.

Apply—MESSRS. JARDINE, MATHESON & Co., LTD.

Hongkong, 1st June, 1910.

[706]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., LTD.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st July, 1910.

[89]

TO LET.

OFFICES in Des Voeux Road, Central, corner of Ice House Street.

Apply to—

MESSRS. FERRY SMITH & FLEMING,

5, Queen's Road.

Hongkong, 2nd June, 1910.

[440]

TO LET AT MACAO.

A LARGE BUNGALOW, with Garden and back yard, situated near the Band Stand at the Avenue.

Apply to—

C. A. R. D'ASSUMPCAO,

75, Praia Grande, MACAO.

Hongkong, 6th June, 1910.

[719]

TO LET.

NOS. 19 and 23, SHELLY STREET, new 5-Roomed Houses.

GODOWN, 18, Dudall Street.

"ELANDONAN," No. 5, Des Voeux Villas, Peak.

"CHELTNDALE," No. 100, PEAK, Fully Furnished for September and October, 1910.

No. 2, CONDUIT ROAD, 5-Roomed House, from 1st June or 1st July, 1910.

A WELL-FURNISHED HOUSE in Kowloon, with use of Tennis Court, from 1st June, 1910.

No. 9, BEACONFIELD ARCADE (Shop).

PREMISES at SHAMEEN, CANTON, lately in occupation of the Canton Kowloon Railway.

FOR SALE—TOP CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to— LINSTEAD & DAVIS,

3rd Floor, Alexandra Buildings.

Hongkong, 22nd June, 1910.

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TO LET.

GODOWN, No. 5a, DUDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

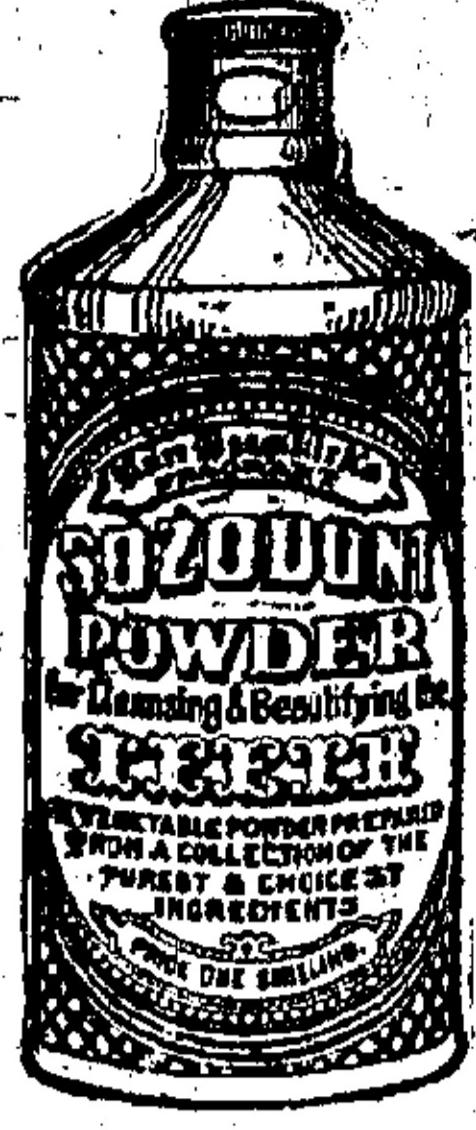
Hongkong, 1st July, 1910.

[88]

TO LET.

NEW and

SOZODONT TOOTH POWDER



Is the favorite dentifrice of the tourist because it is known and sold in every corner of the world. It cleanses and beautifies the teeth and purifies the mouth, as nothing else will. In new patent tin—which keeps the dirt out and the flavour in. No waste, no spilling.

"PLASMON is the best part of Nature's Best Food-MILK, and increases the food value enormously."

—Lancet.

PLASMON COCOA

10 times more Nutritious than Ordinary Cocoa.

DELICIOUS. DIGESTIBLE.

Of all Chemists, Grocers and Stores.

Plasmon, Limited, London.

THE SEEKER AFTER HEALTH

is always glad to hear of a medicine that has been frequently tried in complaints similar to those from which he may be suffering, and that has proved uniformly successful. Such a remedy is BEECHAM'S PILLS. For half a century they have been doing incalculable good, and all who suffer from troubles traceable to disorders of the Stomach, Liver, Bowels, or Kidneys

SHOULD TAKE

these pills. They are a skilful combination of valuable vegetable extracts in precise proportions—and act naturally and gently on the organs at fault. Given a few doses showing most marked results. Those who require a sound digestion and active liver, steady nerves, pure blood, buoyant and good spirits, should not delay a single day, but at once provide themselves with, and begin a course of,

BEECHAM'S PILLS.

Sold everywhere in Boxes, price 9/-, 1/1/- & 2/-.

COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.



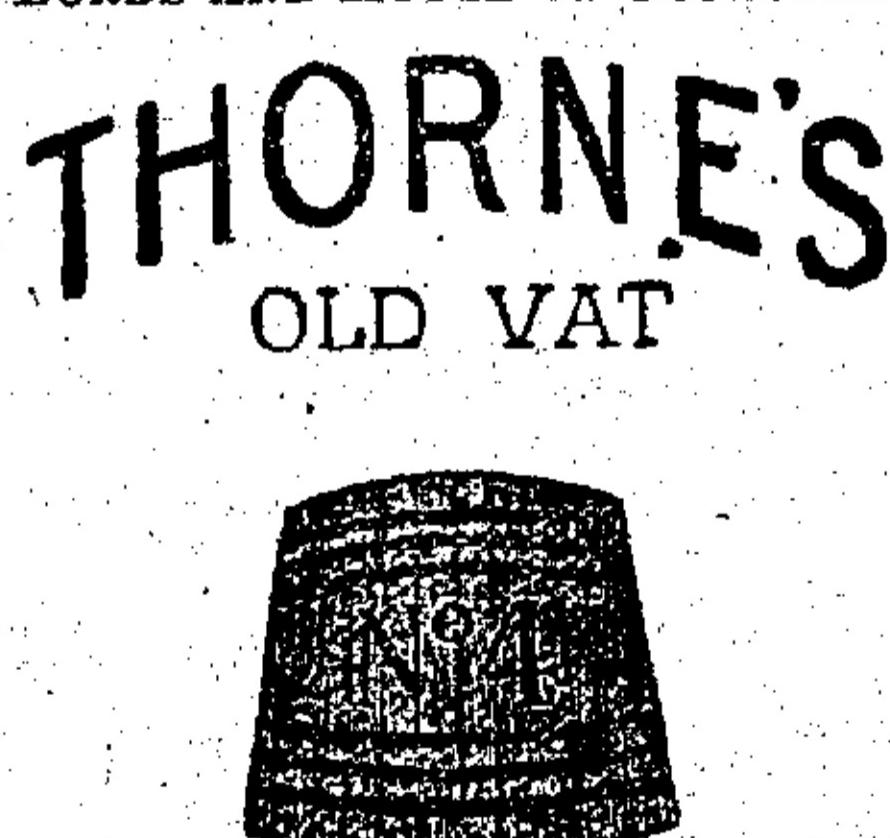
WHAT IT has done for OTHERS it will DO FOR YOU
Its refreshing and exhilarating effects are a revelation
to those who have never tried it before.
"WINCARNIS" has a charm all its own, which you
cannot fail to appreciate.
The combination of all that is most nourishing in Beef and Malt
prepared in Wincarnis gives a TWO-POWER STANDARD
that cannot be equalled for giving Strength and Stamina,
Vitality and Force to Men, Women and Children.

BUY IT TO-DAY
From any leading Chemist.

MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong.
No. 22, Museum Road, Corner of Seochow Road, Shanghai.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS



SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA:
A. S. WATSON & CO., LTD.

595

HONGKONG TIDE TABLE.

From July 1st to 7th, 1910.

Days	High Water.		Low Water.	
	Mean Time.	Height.	Mean Time.	Height.
Hongkong Observatory, June 30th.				
Mon.	11:45 a.m.	1 ft. 4 in.	10:30 a.m.	2 ft. 3 in.
Tue.	11:54 a.m.	1 ft. 5 in.	10:39 a.m.	2 ft. 3 in.
Wed.	11:58 a.m.	1 ft. 5 in.	10:43 a.m.	2 ft. 3 in.
Thu.	12:00 a.m.	1 ft. 5 in.	10:47 a.m.	2 ft. 3 in.
Fri.	12:05 a.m.	1 ft. 5 in.	10:52 a.m.	2 ft. 3 in.
Sat.	12:10 a.m.	1 ft. 5 in.	10:57 a.m.	2 ft. 3 in.
Sun.	12:15 a.m.	1 ft. 5 in.	11:02 a.m.	2 ft. 3 in.
Mon.	12:20 a.m.	1 ft. 5 in.	11:07 a.m.	2 ft. 3 in.
Tue.	12:25 a.m.	1 ft. 5 in.	11:12 a.m.	2 ft. 3 in.
Wed.	12:30 a.m.	1 ft. 5 in.	11:17 a.m.	2 ft. 3 in.
Thu.	12:35 a.m.	1 ft. 5 in.	11:22 a.m.	2 ft. 3 in.
Fri.	12:40 a.m.	1 ft. 5 in.	11:27 a.m.	2 ft. 3 in.
Sat.	12:45 a.m.	1 ft. 5 in.	11:32 a.m.	2 ft. 3 in.
Sun.	12:50 a.m.	1 ft. 5 in.	11:37 a.m.	2 ft. 3 in.
Mon.	12:55 a.m.	1 ft. 5 in.	11:42 a.m.	2 ft. 3 in.
Tue.	1:00 a.m.	1 ft. 5 in.	11:47 a.m.	2 ft. 3 in.
Wed.	1:05 a.m.	1 ft. 5 in.	12:02 p.m.	2 ft. 3 in.
Thu.	1:10 a.m.	1 ft. 5 in.	12:07 p.m.	2 ft. 3 in.
Fri.	1:15 a.m.	1 ft. 5 in.	12:12 p.m.	2 ft. 3 in.
Sat.	1:20 a.m.	1 ft. 5 in.	12:17 p.m.	2 ft. 3 in.
Sun.	1:25 a.m.	1 ft. 5 in.	12:22 p.m.	2 ft. 3 in.
Mon.	1:30 a.m.	1 ft. 5 in.	12:27 p.m.	2 ft. 3 in.
Tue.	1:35 a.m.	1 ft. 5 in.	12:32 p.m.	2 ft. 3 in.
Wed.	1:40 a.m.	1 ft. 5 in.	12:37 p.m.	2 ft. 3 in.
Thu.	1:45 a.m.	1 ft. 5 in.	12:42 p.m.	2 ft. 3 in.
Fri.	1:50 a.m.	1 ft. 5 in.	12:47 p.m.	2 ft. 3 in.
Sat.	1:55 a.m.	1 ft. 5 in.	12:52 p.m.	2 ft. 3 in.
Sun.	2:00 a.m.	1 ft. 5 in.	1:00 p.m.	2 ft. 3 in.
Mon.	2:05 a.m.	1 ft. 5 in.	1:05 p.m.	2 ft. 3 in.
Tue.	2:10 a.m.	1 ft. 5 in.	1:10 p.m.	2 ft. 3 in.
Wed.	2:15 a.m.	1 ft. 5 in.	1:15 p.m.	2 ft. 3 in.
Thu.	2:20 a.m.	1 ft. 5 in.	1:20 p.m.	2 ft. 3 in.
Fri.	2:25 a.m.	1 ft. 5 in.	1:25 p.m.	2 ft. 3 in.
Sat.	2:30 a.m.	1 ft. 5 in.	1:30 p.m.	2 ft. 3 in.
Sun.	2:35 a.m.	1 ft. 5 in.	1:35 p.m.	2 ft. 3 in.
Mon.	2:40 a.m.	1 ft. 5 in.	1:40 p.m.	2 ft. 3 in.
Tue.	2:45 a.m.	1 ft. 5 in.	1:45 p.m.	2 ft. 3 in.
Wed.	2:50 a.m.	1 ft. 5 in.	1:50 p.m.	2 ft. 3 in.
Thu.	2:55 a.m.	1 ft. 5 in.	1:55 p.m.	2 ft. 3 in.
Fri.	3:00 a.m.	1 ft. 5 in.	2:00 p.m.	2 ft. 3 in.
Sat.	3:05 a.m.	1 ft. 5 in.	2:05 p.m.	2 ft. 3 in.
Sun.	3:10 a.m.	1 ft. 5 in.	2:10 p.m.	2 ft. 3 in.
Mon.	3:15 a.m.	1 ft. 5 in.	2:15 p.m.	2 ft. 3 in.
Tue.	3:20 a.m.	1 ft. 5 in.	2:20 p.m.	2 ft. 3 in.
Wed.	3:25 a.m.	1 ft. 5 in.	2:25 p.m.	2 ft. 3 in.
Thu.	3:30 a.m.	1 ft. 5 in.	2:30 p.m.	2 ft. 3 in.
Fri.	3:35 a.m.	1 ft. 5 in.	2:35 p.m.	2 ft. 3 in.
Sat.	3:40 a.m.	1 ft. 5 in.	2:40 p.m.	2 ft. 3 in.
Sun.	3:45 a.m.	1 ft. 5 in.	2:45 p.m.	2 ft. 3 in.
Mon.	3:50 a.m.	1 ft. 5 in.	2:50 p.m.	2 ft. 3 in.
Tue.	3:55 a.m.	1 ft. 5 in.	2:55 p.m.	2 ft. 3 in.
Wed.	4:00 a.m.	1 ft. 5 in.	3:00 p.m.	2 ft. 3 in.
Thu.	4:05 a.m.	1 ft. 5 in.	3:05 p.m.	2 ft. 3 in.
Fri.	4:10 a.m.	1 ft. 5 in.	3:10 p.m.	2 ft. 3 in.
Sat.	4:15 a.m.	1 ft. 5 in.	3:15 p.m.	2 ft. 3 in.
Sun.	4:20 a.m.	1 ft. 5 in.	3:20 p.m.	2 ft. 3 in.
Mon.	4:25 a.m.	1 ft. 5 in.	3:25 p.m.	2 ft. 3 in.
Tue.	4:30 a.m.	1 ft. 5 in.	3:30 p.m.	2 ft. 3 in.
Wed.	4:35 a.m.	1 ft. 5 in.	3:35 p.m.	2 ft. 3 in.
Thu.	4:40 a.m.	1 ft. 5 in.	3:40 p.m.	2 ft. 3 in.
Fri.	4:45 a.m.	1 ft. 5 in.	3:45 p.m.	2 ft. 3 in.
Sat.	4:50 a.m.	1 ft. 5 in.	3:50 p.m.	2 ft. 3 in.
Sun.	4:55 a.m.	1 ft. 5 in.	3:55 p.m.	2 ft. 3 in.
Mon.	5:00 a.m.	1 ft. 5 in.	4:00 p.m.	2 ft. 3 in.
Tue.	5:05 a.m.	1 ft. 5 in.	4:05 p.m.	2 ft. 3 in.
Wed.	5:10 a.m.	1 ft. 5 in.	4:10 p.m.	2 ft. 3 in.
Thu.	5:15 a.m.	1 ft. 5 in.	4:15 p.m.	2 ft. 3 in.
Fri.	5:20 a.m.	1 ft. 5 in.	4:20 p.m.	2 ft. 3 in.
Sat.	5:25 a.m.	1 ft. 5 in.	4:25 p.m.	2 ft. 3 in.
Sun.	5:30 a.m.	1 ft. 5 in.	4:30 p.m.	2 ft. 3 in.
Mon.	5:35 a.m.	1 ft. 5 in.	4:35 p.m.	2 ft. 3 in.
Tue.	5:40 a.m.	1 ft. 5 in.	4:40 p.m.	2 ft. 3 in.
Wed.	5:45 a.m.	1 ft. 5 in.	4:45 p.m.	2 ft. 3 in.
Thu.	5:50 a.m.	1 ft. 5 in.	4:50 p.m.	2 ft. 3 in.
Fri.	5:55 a.m.	1 ft. 5 in.	4:55 p.m.	2 ft. 3 in.
Sat.	6:00 a.m.	1 ft. 5 in.	5:00 p.m.	2 ft. 3 in.
Sun.	6:05 a.m.	1 ft. 5 in.	5:05 p.m.	2 ft. 3 in.
Mon.	6:10 a.m.	1 ft. 5 in.	5:10 p.m.	2 ft. 3 in.
Tue.	6:15 a.m.	1 ft. 5 in.	5:15 p.m.	2 ft. 3 in.
Wed.	6:20 a.m.	1 ft. 5 in.	5:20 p.m.	2 ft. 3 in.
Thu.	6:25 a.m.	1 ft. 5 in.	5:25 p.m.	2 ft. 3 in.
Fri.	6:30 a.m.	1 ft. 5 in.	5:30 p.m.	2 ft. 3 in.
Sat.	6:35 a.m.	1 ft. 5 in.	5:35 p.m.	2 ft. 3 in.
Sun.	6:40 a.m.	1 ft. 5 in.	5:40 p.m.	2 ft. 3 in.
Mon.	6:45 a.m.	1 ft. 5 in.	5:45 p.m.	2 ft. 3 in.
Tue.	6:50 a.m.	1 ft. 5 in.	5:50 p.m.	2 ft. 3 in.
Wed.	6:55 a.m.	1 ft. 5 in.	5:55 p.m.	2 ft. 3 in.
Thu.	7:00 a.m.	1 ft. 5 in.	6:00 p.m.	2 ft. 3 in.
Fri.	7:05 a.m.	1 ft. 5 in.	6:05 p.m.	2 ft. 3 in.
Sat.	7:10 a.m.	1 ft. 5 in.	6:10 p.m.	2 ft. 3 in.
Sun.	7:15 a.m.	1 ft. 5 in.	6:15 p.m.	2 ft. 3 in.
Mon.	7:20 a.m.	1 ft. 5 in.	6:20 p.m.	2 ft. 3 in.
Tue.	7:25 a.m.	1 ft. 5 in.	6:25 p.m.	2 ft. 3 in.
Wed.	7:30 a.m.	1 ft. 5 in.	6:30 p.m.	2 ft. 3 in.
Thu.	7:35 a.m.	1 ft. 5 in.	6:35 p.m.	2 ft. 3 in.
Fri.	7:40 a.m.	1 ft. 5 in.	6:40 p.m.	2 ft. 3 in.
Sat.	7:45 a.m.	1 ft. 5 in.	6:45 p.m.	2 ft. 3 in.
Sun.	7:50 a.m.	1 ft. 5 in.	6:50 p.m.	2 ft. 3 in.
Mon.	7:55 a.m.	1 ft. 5 in.	6:55 p.m.	2 ft. 3 in.
Tue.	8:00 a.m.	1 ft. 5 in.	7:00 p.m.	2 ft. 3 in.
Wed.	8:05 a.m.	1 ft. 5 in.	7:05 p.m.	2 ft. 3 in.
Thu.	8:10 a.m.	1 ft. 5 in.	7:10 p.m.	2 ft. 3 in.
Fri.	8:15 a.m.	1 ft. 5 in.	7:15 p.m.	2 ft. 3 in.
Sat.	8:20 a.m.	1 ft. 5 in.	7:20 p.m.	2 ft. 3 in.
Sun.	8:25 a.m.	1 ft. 5 in.	7:25 p.m.	2 ft. 3 in.
Mon.	8:30 a.m.	1 ft		

FOORTHCOMING EVENTS.
 Saturday, 2nd July—Boxing at City Hall, 9 P.M.
 Monday, 4th July—An Extraordinary General Meeting of Hongkong Ice Co. at Noon.
 Wednesday, 6th July—Meeting of the Licenses Board in the Colonial Secretary's Office, 2.15 P.M.

SHIPPING.**ARRIVALS.**

British str., 1,359, A. S. Harris, CHINA June—Shanghai 26th June, General Butterfield & Swire.
 FOOCHOW, British str., 1,226, Vincent, 29th June—Nanchang and Teigang 23rd June, General—Butterfield & Swire.
 GLENCOLE, British str., 2,399, W. H. Paddle, 29th June—Rangoon and Singapore 23rd June, General—Chinese.
 HAYFORD, British str., 1,362, A. E. Hodgins, 30th June—Foochow, Amoy and Swatow 29th June, General—Douglas, Lapraik & Co.
 KAIPOW, British str., 987, Warrauk, 29th June—Doloo 25th June, Sugar—Butterfield & Swire.
 KÖRAT, German str., 1,223, W. Schmidt, 30th June—Bangkok 23rd June, Rice—Butterfield & Swire.
 MARSEILLE, British str., 3,827, C. D. Goldsmith, L.N.E., 30th June—Yokohama 12th June, General—P. & O. S. N. Co.
 YORK, German str., 8,901, Raudermann, 29th June—Yokohama 18th June, General—Melchers & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 30th June.
 Glenelg, British str., for Shanghai.
 Glenlo, British str., for Swatow.
 Haiping, British str., for Swatow.
 Mathis, German str., for Haiphong.
 Mecklenburg, German str., for Kobe.
 Namang, British str., for Shanghai.
 Shinkoku Maru, Japanese str., Sourabaya.
 Tosa Maru, Japanese str., for Singapore.
 Tsurugisan Maru, Jap. str., for Ocean Island.

DEPARTURES.

30th June.
 ANHUI, British str., for Shanghai.
 CHOSHUN MARU, Japanese str., for Swatow.
 FIUME, British str., for Saigon.
 KWONGSANG, British str., for Shanghai.
 LUETZOW, German str., for Shanghai.
 PAOTUNG, British str., for Ningpo.
 YORCK, German str., for Europe, &c.

SHIPPING REPORTS.

The British str. *Haiyang* reports: From Foochow to Swatow, clear fine weather; from Swatow to Hongkong, S.S.E. winds with high confused sea.

VESSELS IN DOCK.

June 30th.
 KOWLOON DOCK—*Gloria*, *Sarie Bandier*, *Hoangho*, H.M.S. *Whiting*, *Clam*, *Bob*, *Lambdy Sui*, *Cheung*, *Zafira*, *Valdeca*.
 COSMOPOLITAN DOCK—*Verföld*.
 TAIKO DOCK—*Union Shant*, *Hephaestus*, *Signal*, *Setia*.

PASSENGERS ARRIVED.

Per *Haiyang*, from Coast Ports, Mr. Robinson, Mr. Asbury, Mr. L. J. Thomas and Mrs. Hartley.

Per *York*, for Hongkong, from Yokohama, Mr. C. Valpouli; from Kobe, Mr. and Mrs. W. Zöllner and Mr. A. Kuhn; from Shanghai, Mr. and Mrs. Ehrenfeld, Mr. H. Koch, Miss Ellis, Mr. J. R. Tait, Mr. Thorburn, Mr. P. G. Scartell, Mr. B. Davison, Mr. G. D. Keith Sun, Mrs. S. Simmons and Mr. B. Friedrichs.

Per *Sunda*, for Hongkong, from Keelung, Mr. Enzo Danio and Mr. Masatoshi Hashimoto; from Yokohama, Mr. B. Smith, Misses C. Leon, Gordon, Deane, Mr. H. Cole, Mr. A. Thomas, Miss K. Shortlands, Miss Davies, Mr. and Mrs. G. Arnold, Mr. E. Keyes, Messrs F. Coyne, J. McGrath, A. Lopez, W. Morgan, W. Burke, A. Fitch, Stamford and D. Clifford, Misses A. Romaine, II. Birkbeck, M. Long, R. Wood, Vanden, Mrs. Stevens, Miss E. Keyes, Miss L. Greenhill and Mr. L. Cowan; for Bombay, Liout, Malei; from Shanghai, for London, Misses Doust and Nicolson; from Foochow, for Penang, Miss Mary Wong.

STEAMERS PASSED THE CANAL.
 June 3rd—*Braeser*, *Macdon*, *Slesie*, *Soyo Maru*, *Inveria*, *Java*, *Thi*—Bewicke, *Foresie*, 10th—*Antero*, *Atsuta*, *Maru*, *Cardia*, *Ernest Simons*, *Kasuga*, 14th—*Carmarthenshire*, *Scandia*, *Segonia*, *Serenia*, *Theusia*, 17th—*Erol*, *Nihon*, *Norwod*, *Nore*, *Sunda*, *Telamon*, 21st—*Andalusia*, *Bencleuch*, *Glenelg*, *Kanegawa Maru*. Delayed through mutation: *Lemnos*, *St. Patrick*, 24th—*Belgrave*, *Dorchester*, *Hiroko Maru*, *Hiachi Maru*, *Pak Ling*, *Polynesia*, *Sletor*, *Australis*, *Hamedia*, 28th—*Argonia*, *Banca*, *Saxonia*, *Slovania*.

ARRIVALS AT HOME.
 June 28th—*Alesia*.

VESSELS ON THE BERTH
 FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Charge on Through Bills of Lading to Rangoon, Madras and Mauritius).

THE Steamship
 "CATHERINE APCAR."
 Captain G. F. Hudson will be despatched for the above Ports TO-MORROW, the 2nd July, at Noon.
 For Freight or Passage apply to DAVID SASSON & CO., LTD.
 Agents.
 Hongkong, 29th June, 1910. [73]

HONGKONG—NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.
 For NEW YORK via PORTS and SUEZ CANAL.
 (With Liberty to call at the Malabar Coast.)

"INDRASAMHA," On 4th July, 5 P.M.
 For freight and further information apply to SHEWAN, TOMES & CO., LTD.
 General Agents.
 Hongkong, 28th June, 1910. [740]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "a," nearest Hongkong "b," midway between Hongkong and Kowloon "c," and those vessels berthed at the Kowloon Wharf "d," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & CO.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SIMLA ...	Brit str.	—	O. D. Goldsmith, R.N.E.	P. & O. S. N. Co. ...	To-day, at 1 P.M.
LONDON, &c. VIA USUAL PORTS OF CALL	DELTA ...	Brit str.	—	B. W. H. Snow	P. & O. S. N. Co. ...	On 9th inst. at Noon
ROTTERDAM, HAMBURG & ANTWERP, &c.	PEMBROKESHIRE ...	Brit str.	k. w.	Hayes ...	JARDINE, MATTHESON & CO., LTD.	About 15th inst.
COPENHAGEN & BALTIQ PORTS	SITHONIA ...	Ger. str.	—	Brahmer	HAMBURG-AMERIKA LINIE	On 22nd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	NISSON ...	Dan str.	—	—	MELCHERS & CO.	First half of July.
HAVRE & HAMBURG & HAMBURG, &c.	ARABIA ...	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 20th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	BRASILLA ...	Ger. str.	k. w.	Filier ...	HAMBURG-AMERIKA LINIE	About Middle of Aug.
MARSEILLES &c., VIA PORTS OF CALL	SCANDIA ...	Ger. str.	k. w.	v. Dohren	HAMBURG-AMERIKA LINIE	On 17th Aug.
MARSEILLES, LONDON & ANWERP VIA SINGAPORE, &c.	ALMAND BEHIC ...	Freight str.	—	K. Homma	MESSEAGEREIS MARITIMES	On 5th inst. at 1 P.M.
MARSEILLES, LONDON & ANWERP VIA SINGAPORE, &c.	AKI MARU ...	Jap str.	k. w.	—	NIPPON YUSEN KAISHA	On 6th inst. at D'light
MARSEILLES, LONDON & ANWERP VIA SINGAPORE, &c.	WESTPHALIA ...	Ger. str.	—	—	NIPPON YUSEN KAISHA	On 6th inst. at D'light
MARSEILLES & HAMBURG VIA STRAITS, &c.	MISHIMA MARU ...	Jap str.	k. w.	—	NIPPON YUSEN KAISHA	On 20th inst. at D'light
MARSEILLES & HAMBURG VIA STRAITS, &c.	KAGA MARU ...	Jap str.	k. w.	—	NIPPON YUSEN KAISHA	On 3rd Aug. at D'light
MARSHALL ISLANDS, VIA PORTS OF CALL	MECKLENBURG ...	Ger. str.	—	Malachow	HAMBURG-AMERIKA LINIE	On 3rd inst. at 5 P.M.
MARSHALL ISLANDS, VIA PORTS OF CALL	INDRASAMHA ...	Am str.	—	—	SHewan, TOMES & CO.	On 13th inst.
MARSHALL ISLANDS, VIA PORTS OF CALL	WINFIELD ...	Am str.	1 m.	—	ARNHOLD, KARBERG & CO.	On 16th inst. at 6 P.M.
MARSHALL ISLANDS, VIA PORTS OF CALL	EMPEROR OF INDIA ...	Brit str.	2 m.	G. B. McGill	CANADIAN PACIFIC R. CO.	On 16th Aug. at Noon
MARSHALL ISLANDS, VIA PORTS OF CALL	MONTAGUE ...	Brit str.	—	—	CANADIAN PACIFIC R. CO.	On 5th inst.
MARSHALL ISLANDS, VIA PORTS OF CALL	KUMERIC ...	Brit str.	—	—	DOWELL & CO., LTD.	On 5th inst.
MARSHALL ISLANDS, VIA PORTS OF CALL	YUKIO MARU ...	Jap str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 19th inst. at 4 P.M.
MARSHALL ISLANDS, VIA PORTS OF CALL	TAHO MARU ...	Jap str.	—	K. Sato	NIPPON YUSEN KAISHA	On 16th inst. at Noon
MARSHALL ISLANDS, VIA PORTS OF CALL	SEATTLE MARU ...	Jap str.	—	T. Saito	OSAKA SHOSEN KAISHA	On 24th Aug. at Noon
MARSHALL ISLANDS, VIA PORTS OF CALL	KINO MARU ...	Jap str.	—	T. Sekino	TOYO KISEI KAISHA	On 8th inst. at Noon
MARSHALL ISLANDS, VIA PORTS OF CALL	YAWATA MARU ...	Jap str.	1 m.	G. W. Elidy	NIIPOON YUSEN KAISHA	On 27th inst. at 4 P.M.
MARSHALL ISLANDS, VIA PORTS OF CALL	CHANGSHA ...	Brit str.	—	W. C. Pasmore	BUTTERFIELD & SWIRE	On 5th Aug. at 4 P.M.
MARSHALL ISLANDS, VIA PORTS OF CALL	NIKKO MARU ...	Jap str.	—	H. Basener	MELCHERS & CO.	On 16th inst. at D'light
MARSHALL ISLANDS, VIA PORTS OF CALL	COBLENTZ ...	Ger. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 7th inst. at 4 P.M.
MARSHALL ISLANDS, VIA PORTS OF CALL	ASUTA MARU ...	Jap str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 6th inst. at Noon
MARSHALL ISLANDS, VIA PORTS OF CALL	NIKKO MARU ...	Jap str.	—	Bourman	JAVA-CHINA-JAPAN LINIE	Quick despatch.
MARSHALL ISLANDS, VIA PORTS OF CALL	TUMAH ...	Dut str.	—	V. McConnel	JARDINE, MATTHESON & CO., LTD.	On 3rd inst. at D'light
MARSHALL ISLANDS, VIA PORTS OF CALL	CHONGMING ...	Brit str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 7th inst. at 3 P.M.
MARSHALL ISLANDS, VIA PORTS OF CALL	KUICHOONG ...	Brit str.	—	F. Wheeler	JARDINE, MATTHESON & CO., LTD.	To-day, at Noon
MARSHALL ISLANDS, VIA PORTS OF CALL	KWONGSANG ...	Brit str.	—	M. B. Lake	JARDINE, MATTHESON & CO., LTD.	To-morrow, at Noon
MARSHALL ISLANDS, VIA PORTS OF CALL	SHANGHAI, KOBE & MOJI ...	Ger. str.	k. w.	A. Thompson, R.N.E.	HAMBURG-AMERIKAN LINIE	To-morrow, at Noon
MARSHALL ISLANDS, VIA PORTS OF CALL	SHANGHAI, MOJI, KOBE & YOKOHAMA ...	Dan str.	—	P. & O. S. N. CO.	P. & O. S. N. CO.	On 4th inst. at 4 P.M.
MARSHALL ISLANDS, VIA PORTS OF CALL	SHANGHAI ...	Dut str.	—	MESSAGERIES MARITIMES	MESSEAGEREIS MARITIMES	On 6th inst.
MARSHALL ISLANDS, VIA PORTS OF CALL	SHANGHAI, TIENTSIN ...	Brit str.	—	NIPPON YUSEN KAISHA	OBASA SHOSEN KAISHA	About 7th inst.
MARSHALL ISLANDS, VIA PORTS OF CALL	SHANGHAI, TIENTSIN ...	Brit str.	—	G. W. Gordon	OBASA SHOSEN KAISHA	About 11th inst.
MARSHALL ISLANDS, VIA PORTS OF CALL	SHANGHAI, TIENTSIN ...	Brit str.	—	W. B. Hickey	MILCHEERS & CO.	End of July.
MARSHALL ISLANDS, VIA PORTS OF CALL	SHANGHAI, TIENTSIN ...	Dan str.	—	v. Dohren	JAVA-CHINA-JAPAN LINIE	Quick despatch.
MARSHALL ISLANDS, VIA PORTS OF CALL	SHANGHAI, TIENTSIN ...	Dut str.	—	A. Fender	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MARSHALL ISLANDS, VIA PORTS OF CALL	SHANGHAI, TIENTSIN ...	Dut str.	—	V. Yamamoto	DOUGLAS LAPPAGE & CO.	To-morrow, at 10 A.M.
MARSHALL ISLANDS, VIA PORTS OF CALL	SHANGHAI, TIENTSIN ...	Dut str.	—	H. Murayama	DOUGLAS LAPPAGE & CO.	To-morrow, at 10 A.M.
MARSHALL ISLANDS, VIA PORTS OF CALL	SHANGHAI, TIENTSIN ...	Dut str.	—	Mathias	DOUGLAS LAPPAGE & CO.	To-morrow, at 10 A.M.
MARSHALL ISLANDS, VIA PORTS OF CALL	SHANGHAI, TIENTSIN ...	Dut str.	—	A. E. Hodges	DOUGLAS LAPPAGE & CO.	To-morrow, at 10 A.M.
MARSHALL ISLANDS, VIA PORTS OF CALL	SHANGHAI, TIENTSIN ...	Dut str.	—	A. H. Stewart	DOUGLAS LAPPAGE & CO.	On 6th inst. at 10 A.M.
MARSHALL ISLANDS, VIA PORTS OF CALL	SHANGHAI, TIENTSIN ...	Dut str.	—	W. C. Pasmore	DOUGLAS LAPPAGE & CO.	On 6th inst. at 10 A.M.
MARSHALL ISLANDS, VIA PORTS OF CALL	SHANGHAI, TIENTSIN ...	Dut str.	—	J. W. Evans	DOUGLAS LAPPAGE & CO.	On 6th inst. at 10 A.M.
MARSHALL ISLANDS, VIA PORTS OF CALL	SHANGHAI, TIENTSIN ...	Dut str.	—	J. Warrack	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MARSHALL ISLANDS, VIA PORTS OF CALL	SHANGHAI, TIENTSIN ...	Dut str.	—	Monkman		

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP VIA SINGAPORE, PENANG, SIMLA ANG COLOMBO, PORT SAID AND MARSAILLES	1 P.M., 1st July	Freight and Passage	
SHANGHAI, MOJI, KOBE and YOKOHAMA	Noon, 2nd July	Freight only	
SHANGHAI DELHI	About 7th July	Freight and Passage	
LONDON via USUAL PORTS DELTA	Noon, 9th July	See Special NOTES	
SHANGHAI, TAKU, NA-GASAKI, MOJI, KOBE and YOKOHAMA	About 11th July	Freight only	

For further Particulars apply to

E. A. HEWETT,
Superintendent

Hongkong, 1st July, 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

1910,
S.S. KIYO MARU ... 17,200 tons gross ... Sail Aug. 24th at Noon.
S.S. BUOY MARU ... 10,500 " " Oct. 22nd at Noon.
S.S. HONGKONG MARU ... 11,000 " " Dec. 21st at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 31st January, 1910. [403]

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PORE, PENANG, COLOMBO and SAID	AKI MARU MISHIMA MARU KAGA MARU	7,000 9,000 7,000	WED'DAY, 6th July, at Daylight WED'DAY, 20th July, at Daylight WED'DAY, 3rd Aug., at Daylight
VICTORIA B.C. & SEATTLE	SADO MARU	7,000	S.TURDAY, 16th July, from Kobe.
VICTORIA, B.C. and SEATTLE, via KEELUNG	INABA MARU	7,000	TUESDAY, 19th July, at 4 P.M.
SHANGHAI, MOJI, KOBE YOKKAICHI and SHIMIZU YOKOHAMA	TAMBA MARU	7,000	TUESDAY, 16th Aug., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU	5,000	FRIDAY, 8th July, at Noon.
NIKKO MARU	6,000	FRIDAY, 5th Aug., at Noon.	
SHANGHAI, MOJI and KOBE	WAKASA MARU	7,000	WED'DAY, 6th July.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU	5,000	WED'DAY, 6th July, at Noon.
KOBE and YOKOHAMA	ATSUTA MARU	9,000	THURSDAY, 7th July, at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO	HAKATA MARU	7,000	TUESDAY, 12th July.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 5 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers.
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

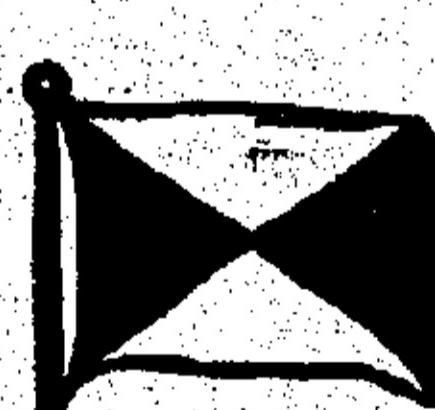
For further information as to Freight, Passage, Sailing, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

MANAGER [13-125]

Hongkong, 23rd May, 1910.

**CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.**



STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATES.
ZAFIRO ...	2540	R. Rodger ...	Manila	On 9th July, Noon.
ZUBI ...	2340	A. Fraser ...	Manila	On 16th July, Noon.

For Freight or Passage apply to SHEWAN, TOMES & Co., General Managers. [12]

**HAMBURG-AMERIKA LINIE
HAMBURG.**

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG, and to NEW YORK.

MAKING Cargo at Through Bales to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KORE & YOKOHAMA:
S.S. MECKLENBURG ... 1st July.

S.S. SCANDIA ... 14th July.

S.S. SAXONIA ... 28th July.

S.S. SPEZIA ... 12th Aug.

S.S. ALESIA ... 26th Aug.

S.S. AMBRIA ... 8th Sept.

Further Particulars apply to MELCHERS & CO., AGENTS.

Hongkong, 30th June, 1910.

HAMBURG-AMERIKA LINIE, Hongkong Office. [11]

JAVA-CHINA-JAPAN LIJN

REGULAR THREE WEEK SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE	ON OR ABOUT
TUJILWONG	JAVA	Second half of June	SHANGHAI	Second half of June
TUJIMAH	JAVA	First half of July	JAPAN	First half of July
TUJLATJAP.	JAPAN	First half of July	JAVA	Second half of July
TUJKINI	JAVA	Second half of July	SHANGHAI	Second half of July
TUJPANAS	JAVA	Second half of July	JAPAN	Second half of July
TUJBODAS	JAVA	Second half of July	SHANGHAI	Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
TACOMA via KEELUNG, MOJI, KOBE and YOKOHAMA	" SEATTLE MARU" Capt. T. Saito	6,182	WED'DAY, 13th July, at Noon.
	" CHICAGO MARU" Capt. I. Goto	6,182	WED'DAY, 10th Aug., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers intended AMIDSHP. A limited number of Cabin Passengers carried at Low Fares. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMONA SERVICE

FOR	STEAMERS	LEAVES
TAMSUI via SWATOW & AMOY	" DAIGI MARU" Capt. M. Murayama	SUNDAY, 3rd July, at 10 A.M.
ANPING via SWATOW & AMOY	" JOSHIN MARU" Capt. Y. Yamamoto	WED'DAY, 6th July, at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Shanghai in connection with the Nanking Expedition from June 1st, 1910.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cabins.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHP.

For information of Freight, Passages, Sailing, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER

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**THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS & C.**

CHINE OFFICE—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONEY EXCHANGED.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS of 1910, and the ANGLO-JAPANESE EXHIBITION of 1910.

Head Office for the Far East:—

16, DES VŒUX ROAD,
HONGKONG.Japan Office:
32, WATER STREET,
YOKOHAMA.

"THE BEER THAT'S BREWED TO SUIT THE CLIMATE."

O. B. BEER

GUARANTEED ABSOLUTELY PURE.

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST SCIENTIFIC METHODS.

\$12.00 PER CASE.

THE BEST AND MOST WHOLESOME TONIC IS

BOCK BEER

TAKEN WITH YOUR MEALS

\$14.00 PER CASE.

FROM YOUR DEALER OR FROM THE

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING, TOP FLOOR. TELEPHONE 960.

IMPORE SAMPLE SHOWROOMS OF BRITISH, GERMAN, FRENCH, DUTCH AND AUSTRIAN PIECE GOODS AND SUNDRIES.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Mails from EUROPE via SIBERIA:		Vessels.
Date of Despatch from London.	Date due in Hongkong.	Chenow.
10th & 11th instant.	Sunday next.	
		Chenow.
The Ernest Simon, with the French mail of the 3rd inst., will leave Saigon on Friday, the 1st July, at 10 a.m., and may be expected here on or about Monday, the 4th July, at daylight.		

TO	FROM	DATE
Swatow, Amoy, Foochow and Shanghai	Choshin Maru	Friday, 1st, 9.00 A.M.
Straits and Bangkok	Glenoyle	Friday, 1st, 10.00 A.M.
Swatow and Shanghai	Kwangtung	Friday, 1st, 11.00 A.M.
Shanghai, Kobe and Moji	Nanshang	Friday, 1st, 11.00 A.M.
Haliphong	Mathilde	Friday, 1st, 11.00 A.M.
Koko and Yokohama	Mecklenburg	Friday, 1st, 11.00 A.M.
Singapore, Penang and Colombo	Sima	Friday, 1st, NOON.
Macao	Sui Tai	Friday, 1st, 1.15 P.M.
Singapore, Colombo and Bombay	Tosa Maru	Friday, 1st, 3.00 P.M.
Saigon	Tientin	Friday, 1st, 3.00 P.M.
Sourabaya	Shinchiku Maru	Friday, 1st, 4.00 P.M.
Shanghai	Glenek	Friday, 1st, 4.00 P.M.
Amoy and Foochow	Haixiang	Saturday, 2nd, 9.00 A.M.
Singapore, Penang and Calcutta	C. Apcar	Saturday, 2nd, 10.00 A.M.

KEELUNG, SHANGHAI, NAGASAKI, KOBE,
YOKOCAKI, SHIMIDZU, YOKOHAMA,
HONOLULU & SAN FRANCISCO
SIBERIAN MAIL TO EUROPE...

TO	FROM	DATE
Macao	Sui Tai	1st, 1.15 P.M.
Manila	Tuensang	Saturday, 2nd, 2.00 P.M.
Swatow	Hainan	Saturday, 2nd, 2.00 P.M.
Amoy, Cebu and Iloilo	Kaiyong	Saturday, 2nd, 3.00 P.M.
Swatow, Weihaiwei, Foochow and Tientsin	Chengsheng	Saturday, 2nd, 6.00 P.M.
Swatow, Amoy and Tamsui	Daiji Maru	Sunday, 3rd, 9.00 A.M.
Moji, Nagasaki, Kobe, Yokohama and Portland	Selja	Monday, 4th, 11.00 A.M.
Shanghai	Foochow	Monday, 4th, 3.00 P.M.
Haiphong	Chihi	Tuesday, 5th, 9.00 A.M.
Swatow, Amoy and Foochow	Haitching	Tuesday, 5th, 9.00 A.M.
Koehing, Shanghai, Moji, Kobe, Yokohama, Victoria, Vancouver and Tacoma	Kumerio	Tuesday, 5th, 10.00 A.M.

EUROPE, &c., INDIA VIA TUTICORIN
(Late Letters 11.00 A.M. to NOON Extra
Postage 10 cents)
Letters posted in all the Pillar Boxes in
time for the first clearance will be
included in this contract mail...

TO	FROM	DATE
Singapore, Penang and Colombo	Aki Maru	Letters, 11.00 A.M.
Swatow	Hainan	Tuesday, 5th, 5.00 P.M.
Singapore, Penang and Calcutta	Peeksang	Wednesday, 6th, 9.00 A.M.
Moji, Nagasaki, Kobe and Yokohama	Nikko Maru	Wednesday, 6th, 11.00 A.M.
Samarram and Sourabaya	Shantung	Wednesday, 6th, 3.00 P.M.
Chefoo and Tientsin	Kweichow	Thursday, 7th, 9.00 A.M.
Swatow, Amoy and Foochow	Haitan	Friday, 8th, 9.00 A.M.

KEELUNG, SHANGHAI, NAGASAKI, KOBE,
YOKOHAMA, HONOLULU, AND SAN
FRANCISCO
SIBERIAN MAIL TO EUROPE...

TO	FROM	DATE	
Manila	Zafiro	Letters, 10.00 A.M.	
Europe, &c., India via TUTICORIN... (Late Letters 11.00 A.M. to NOON Extra Postage 10 cents) ... (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) ... (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) ... The Parcel mail will be closed on Friday, 8th inst. at 5 p.m. ...	Saturday, 9th, 10.00 A.M.		
Manila, Aigbur, Yap, Maron, Friedrich Wilhelmsfalen, Rabau, Herberthoboe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Delta	Printed Matter and Samples... Registration... 10.00 A.M. (Registration with late fee of 10 cents up to 9.30 A.M.) ... Registration, Kowloon B.O. ... 9.00 A.M. No late fee... Letters, 11.00 A.M.	10.00 A.M.
Cobdens	Friday, 15th, 5.00 P.M.		

PETTER OIL ENGINES

SIMPLEST, SAFEST, BEST GOVERNED,
AND MOST ECONOMICAL OIL ENGINES
IN THE WORLD. Twenty Gold and Silver
Medals and Money Prizes awarded. Work
interchangeably with kerosene or crude oil.



Sizes 11 to 50 B.H.P. Prices for "Handy-Man" Series from \$500
For New Illustrated Catalogue and particulars to
WILLIAM C. JACK & CO., LTD., 14, Des Voeux Road, Hongkong.

SOLE AGENTS FOR SOUTH CHINA.

THE HONGKONG DAILY PRESS, FRIDAY, JULY 1st, 1910.

CONSTANT GROWTH



Signifies

CONSTANT MERIT



Tobacco and Cigarettes

Hold the Confidence of their Smokers.

SOLD EVERYWHERE

BRITISH-AMERICAN TOBACCO CO. LTD.

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SHARE LIST.—QUOTATIONS.

HONGKONG, JUNE 29TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$945, sales
National Bank of China, Limited	99,925	\$7	\$6	\$76, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$9, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$10, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$12, sellers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$84, sellers
COTTON MILLS.				
Ewe Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 122.
Hongkong Cotton Spinning Co., Ltd.	50,000	Tls. 50	Tls. 50	Tls. 62.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 62.
Lau-Kung Mow Co. Spinn. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
Dairy Farm Company, Limited	40,000	\$74	\$6	\$19.
DOCS AND WHARVES.				
H'kong & Kowloon Wharf & Co., Ltd.	60,000	\$50	all	\$57, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$51, sellers
New Amy Dock Co., Limited	10,000	\$63	\$63	\$39, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 78.
Hongkong and Hongkew Wharf Co., Ltd.	35,000	Tls. 100	Tls. 100	Tls. 118.
Penwick & Co., Limited	18,000	\$25	\$25	\$10, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$7, sal. & sol.
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$205.
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$20.
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1072, sellers
Hongkong Ice Company, Limited	5,000	\$25	all	\$833, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$160, sellers
INSURANCES.				
China Fire Insurance Co., Limited	10,000	\$250	\$80	\$1774, sellers
China Traders Insurance Co., Limited	20,000	\$100	\$20	\$114, sellers
Hongkong Fire Insurance Co., Limited	24,000	\$83.33	\$25	\$873.
North-China Insurance Co., Limited	8,000	\$250	\$50	\$350, sellers
Union Insurance Society, Limited	10,000	\$15	\$15	\$110.
Yangtze Insurance Association, Limited	12,000	\$100	\$100	\$200.
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$100, sellers
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	\$84	\$84, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$33, buyers
Shanghai Land Investment Co., Limited	75,000	Tls. 50	Tls. 50	Tls. 109.
West Point Building Co., Limited	12,500	\$50	\$50	\$39, sal. & sol.
MINING.				
Societe Francaise des Charb'g's du Tonkin	15,000	Frs. 250	all	\$625.
Royal Australian Gold Mining Co., Ltd.	200,000	£1	18/10	\$7, sales
Peak Tramways Co., Limited	25,000	\$10	\$14	\$14.
Philippines Co., Limited	50,000	\$10	\$1	\$110, buyers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	\$100	\$168.
Lucon Sugar Refining Co., Limited	7,000	\$100	\$100	\$26, sellers
Robinson Piano Co., Limited	4,000	\$50		